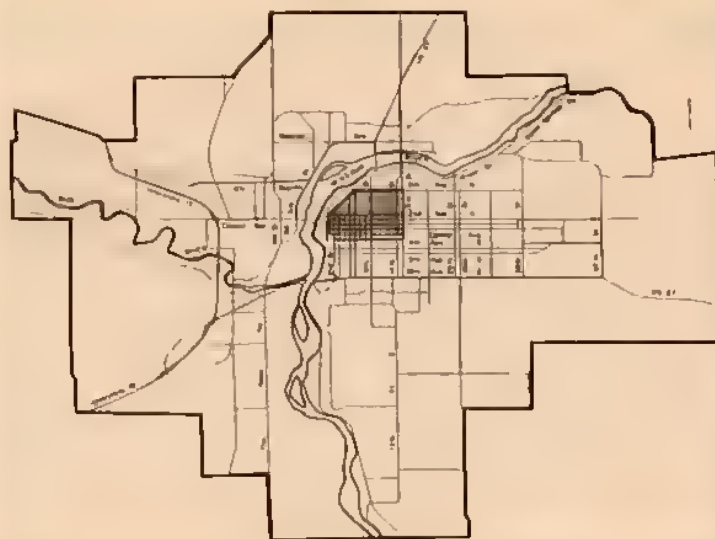


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# GREAT FALLS TRANSPORTATION STUDY

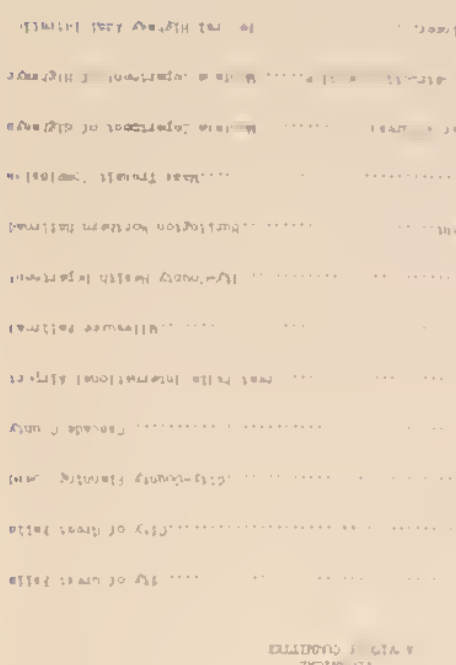
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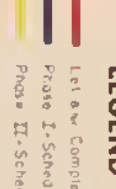
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PLEASE RETURN



The total number of accidents occurring in Great Falls Study area has increased from 2639 in 1968 to 2875 in 1972; a rate of increase of about 2% annually. However, the vehicle miles of travel has increased at a rate greater than 2% from 1968 to 1972 indicating that the accident rate has decreased slightly.

The highest accident intersections for 1968 and 1972 are shown in the above Great Falls Study map. Three of the four intersections appearing in the top 10 in 1972 are the three intersections at which traffic signals were installed since 1968. Signalled intersections traditionally show a changing right-of-way situation for vehicles entering the intersection.



## PLAN IMPLEMENTATION

current Short Range plan, with the completion of the TOPICS program, as developed in 1971, will be 100% complete denoted.

The Plans Implementation Table identifies a summary of the project activities and the timing of Phase I and II of the Short Range Plan. Projects in Phase I are initiated into the reconstruction program where plans are designed, public hearing held, Environmental, Social and Economic Impact Statements filed and Right-of-Way acquired along with a multitude of other tasks leading to program completion for letting. Phase II projects are those which are presently scheduled to be initiated into this program.

## PLAN IMPLEMENTATION TABLE

TOPICS projects have been extensively implemented in the Great Falls urban area. The short-range construction program as displayed in this report outlines the current attempt of the transportation study administration to implement the 1968 recommended plan. Projects have been slowed by budgetary limitations, but an optimistic future is forecast for urban area street network development.

Today's urban inhabitant depends on a well planned transportation network. Safe and efficient mobility rates high among the primary public services demanded from all levels of governmental administration. To effectively meet these demands, a process for continuous, cooperative, comprehensive planning must be developed for the Great Falls urban area through a cooperative agreement signed in 1972 by City, County, City-County Planning Board and State governmental agencies.

Transportation planning is not new to the Great Falls urbanized area. The initial comprehensive transportation survey for Great Falls was completed in 1961 based on guidelines established by Federal law. The Federal Aid Highway Act of 1962 stipulated that expenditures of Federal funds for highways in urban areas of over 50,000 population must be based on a continuous, cooperative and comprehensive planning process. To comply with Federal requirements, State and local agencies joined in an effort to review the 1961 transportation plan, and develop a current transportation survey by a consultant firm. The 1968 update produced a priority improvement schedule outlined in five year increments. This update plan was approved and adopted by all Federal, State and local governmental agencies. To insure that the plan is currently adequate, a continuing Great Falls Transportation Study was organized in 1972.

Today's urban inhabitants depend on well planned transportation network. Safe and efficient mobility is a high priority among the primary public services demanded from all levels of governmental administration. Increasingly, these demands are processed through a formal planning process. In the past, however, the process for developing such plans has been ad hoc and uncoordinated. In the Great Falls, Virginia, the Board and Staff Governmental Agreement signed in 1972 by City, County, City-County

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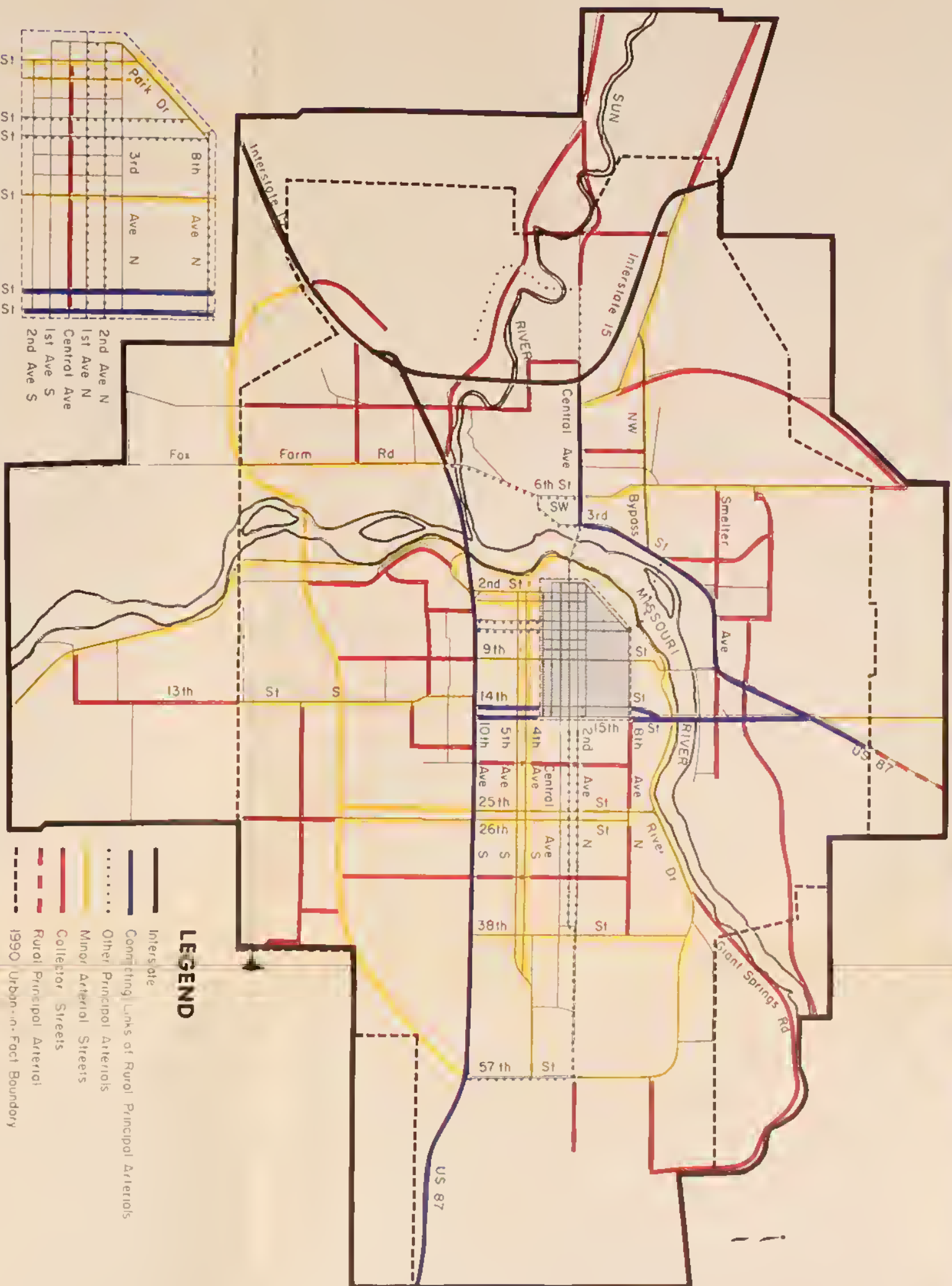
It is anticipated that implementation of the transportation plan developed by continuing study will aid in achieving transportation goals, but complete implementation will require new years of diligent budgeting. To relieve the pressure created by present safety and capacity problems in the current transportation system, a "Traffic Operations Program to Increase Capacity and Safety" (TOPICS Study) was developed in 1971. The TOPICS Program is proposed as an interim solution to traffic problems by developing projects to maximize the efficiency of the existing street systems without major construction or reconstruction.



# THE TRANSPORTATION PLAN 1990 STREET NETWORK AS FUNCTIONALLY CLASSIFIED

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Character of service, in very simple terms, is one of traffic mobility, land access, or a combination of the two.

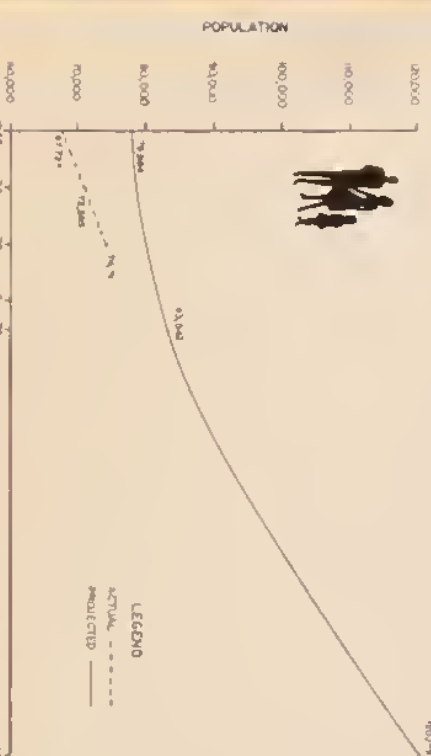
At left is a display of the 1990 street network as it is currently functionally classified. This plan was developed in the 1968 Transportation Plan Update and has since been modified by the continuing planning process.



## SOCIO-ECONOMIC SURVEILLANCE

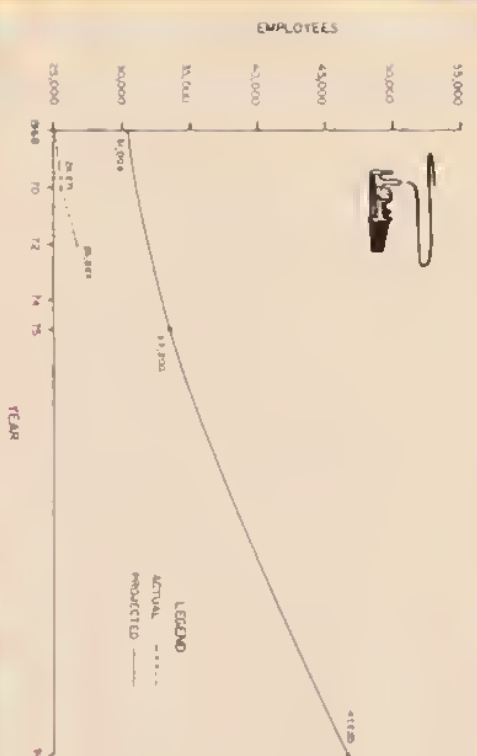
The 1968 update of the transportation plan produced a recommended plan for a street and road network which would adequately meet the traffic demands of the driving public in the year 1990. In order to estimate what these future traffic demands would be, statistical models had to be developed. These models convert future estimates of socio-economic activity into estimates of future travel demands. As in any estimating procedure many assumptions must be made and it is, therefore, necessary to continually monitor actual conditions to assure that the assumptions used in projecting socio-economic activity were correct. The following graphs illustrate the findings of the future monitoring efforts with respect to the projected statistics used in the 1968 update study.

### POPULATION



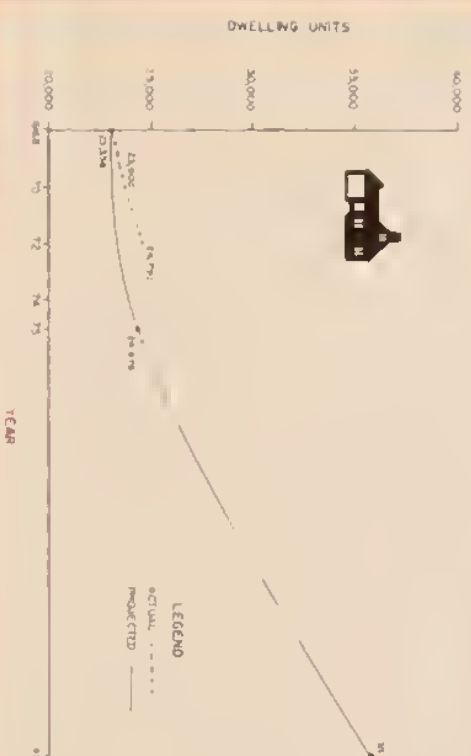
The 1968 population estimates were developed by comparing average people/dwelling unit to the number of dwelling units available. The estimates for dwelling unit numbers were reasonably accurate, but the persons per D.U. has varied in recent years. Demographic information is the best available data for population projection. However, because of the difficulty of obtaining accurate data, the estimates were based on the 1968 population estimates for 1968, based on a 3.1 persons per D.U. in 1969, was higher than the 1970 and 1972 estimates based on a 2.9 persons per D.U. for the 1970 census calculation. The two year actual growth rates as projected by the City-County Planning Board are still continuing upward.

### EMPLOYMENT



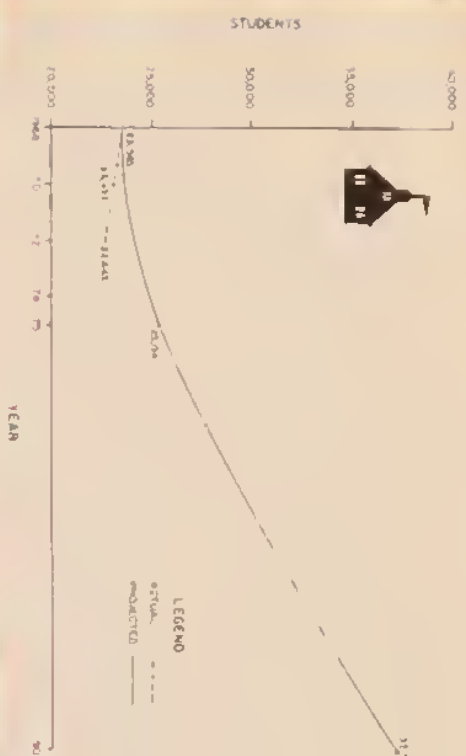
Employment estimates were developed from economic base studies and other stated local employment surveys. The 1968 projection of employment appears to be high when compared to estimated actual growth yet the growth trend appears to be upward. The economic status of the Great Falls area is currently in a state of flux and any estimate of current and future employment is difficult. Employment surveillance will be high in the priorities of future study activities.

### DWELLING UNITS



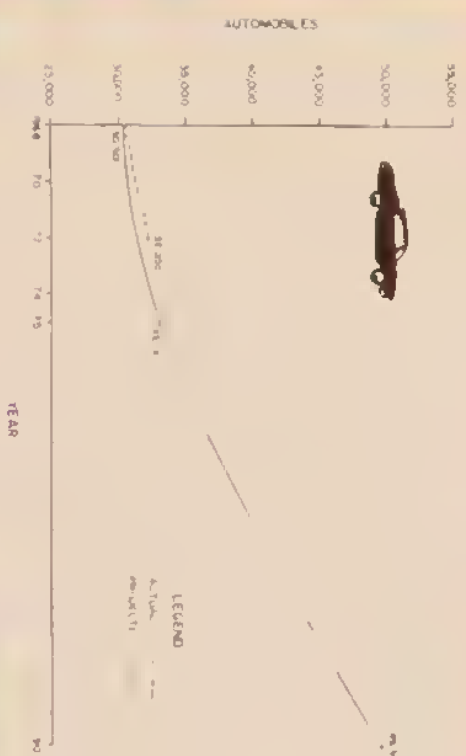
Since the analysis year is 1972, a comparison has been made between the projected and actual data for this year. The 1972 projection was derived by factoring the projected growth trend from 1968 to 1972. The graph at left depicts the variance of the projection from the actual 1972 estimate. In the case of Dwelling Units, the actual is running higher than the projected. Yet a similarity does exist between actual and projected in their increasing growth trends.

### SCHOOL ENROLLMENT



The graph at left clearly shows a slight deviation of the student enrollment number from the projection to the 1972 actual estimate. This decline can be attributed to less enrollment in lower primary grades caused by decreasing family sizes. As in the other projections, the students per household figure has decreased during the period from 1960 to 1970.

### VEHICLE REGISTRATION

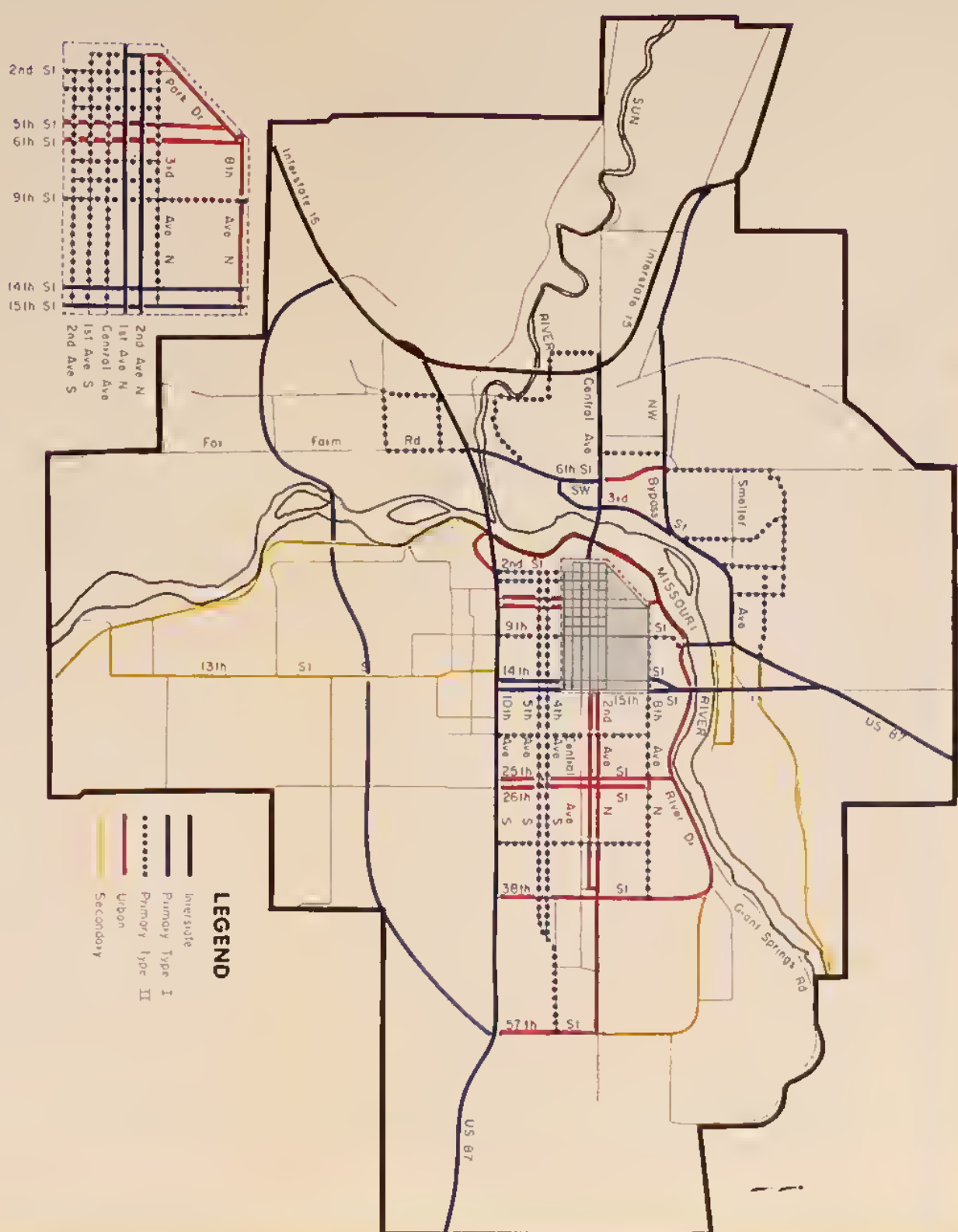


Vehicle registration projections were achieved by checking several different sources. The 1968 Great Falls Transportation Study, the 1972 actuals are from the Department of Motor Vehicle Registration.

Vehicle registration is somewhat difficult to tabulate because registration tabulations are for the whole county. Since the study is involved with the Great Falls urban area a minor reduction had to be undertaken to reflect the study area. The 1968 and 1972 actuals, however, are from the 1968 and 1972 projections and the 1972 actuals was considered to be the most reliable for the period in which it was used.

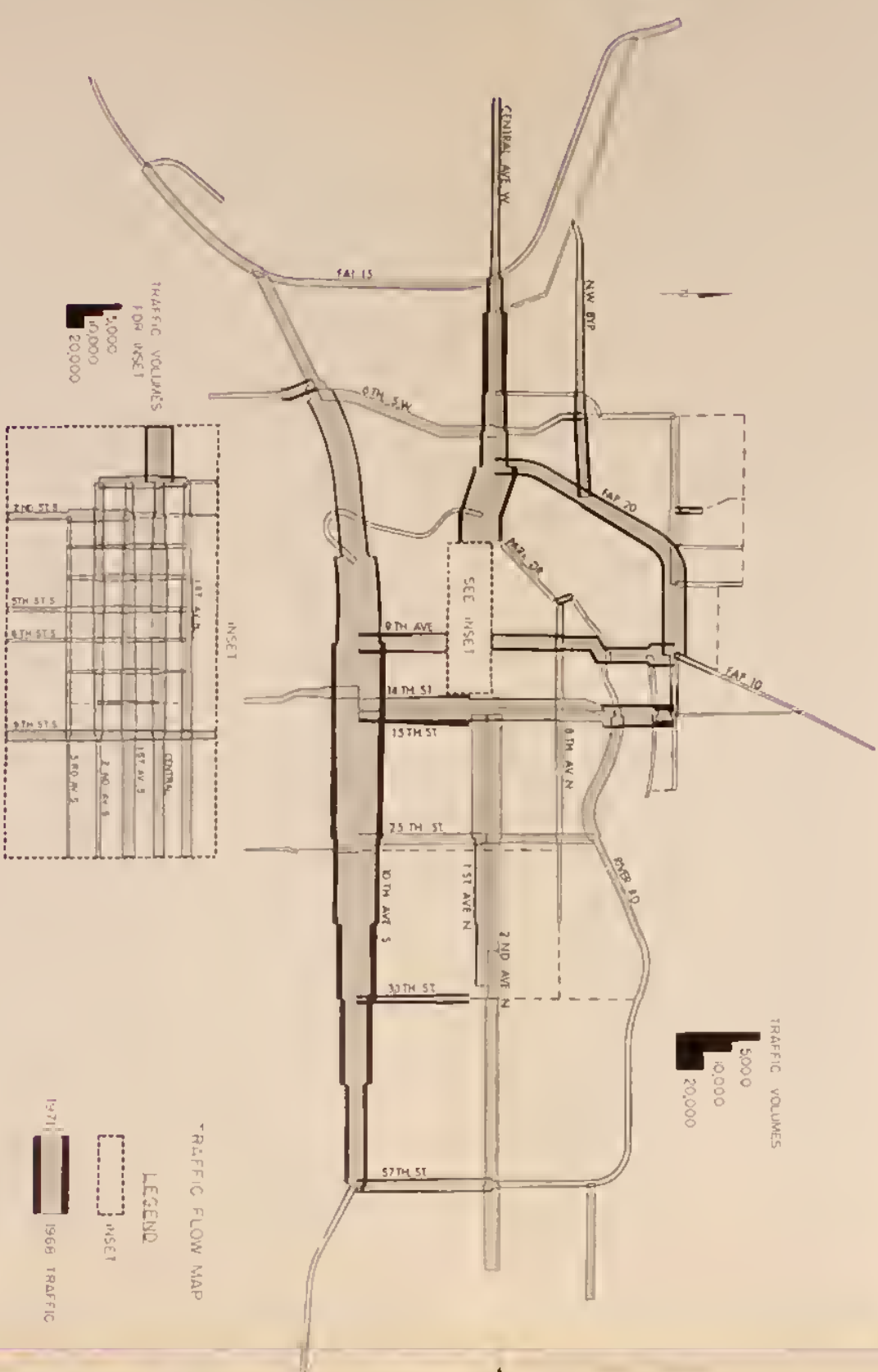
## THE FEDERAL AID SYSTEM

This system was developed to identify those street facilities which will qualify for Federal funding participation. Note that a new urban system has been created since the 1968 update.



## TRAFFIC FLOW MAP

A traffic flow map is a symbolic display of traffic volumes on selected sections of the street and highway network. The volume network could not be shown, but principle growth areas are noted. The black areas denote those sections of the network where further capacity analysis may be considered.





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